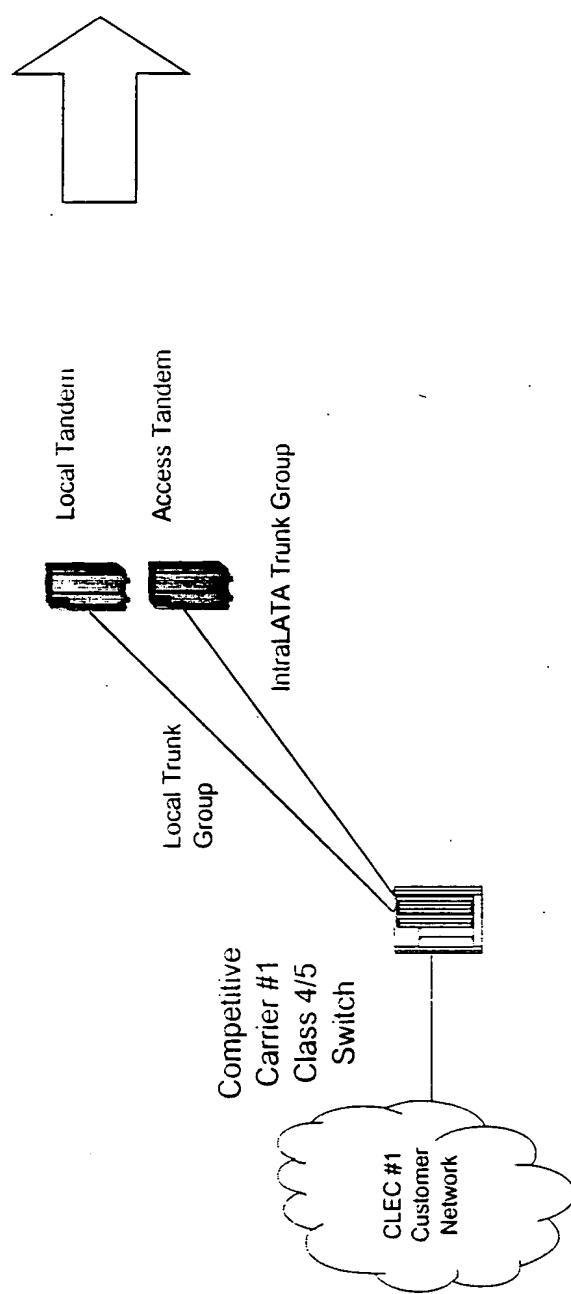


FIGURE 1A

Prior Art



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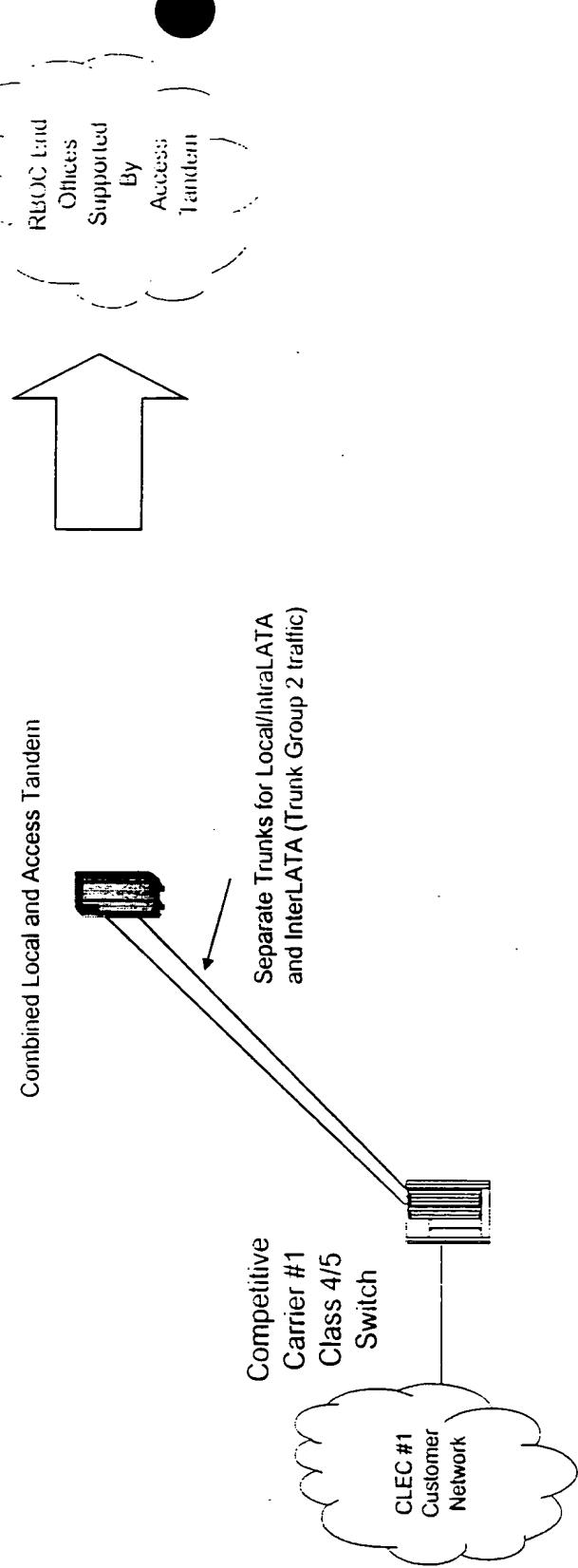


FIGURE 1B

Prior Art

Ameritech LATA 357 Tandem Trunk Group 1 Requirements

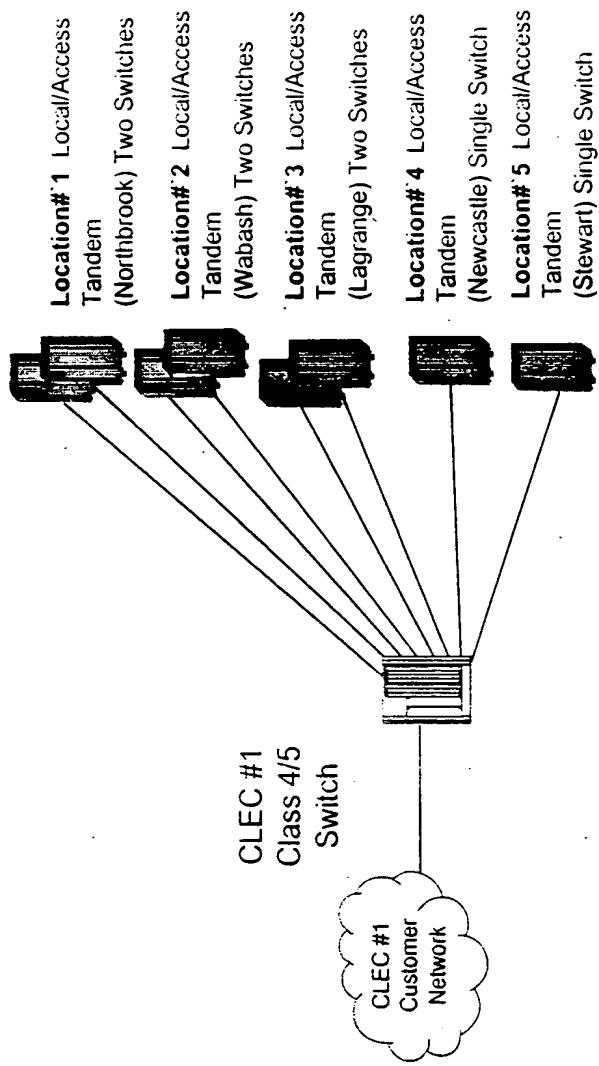
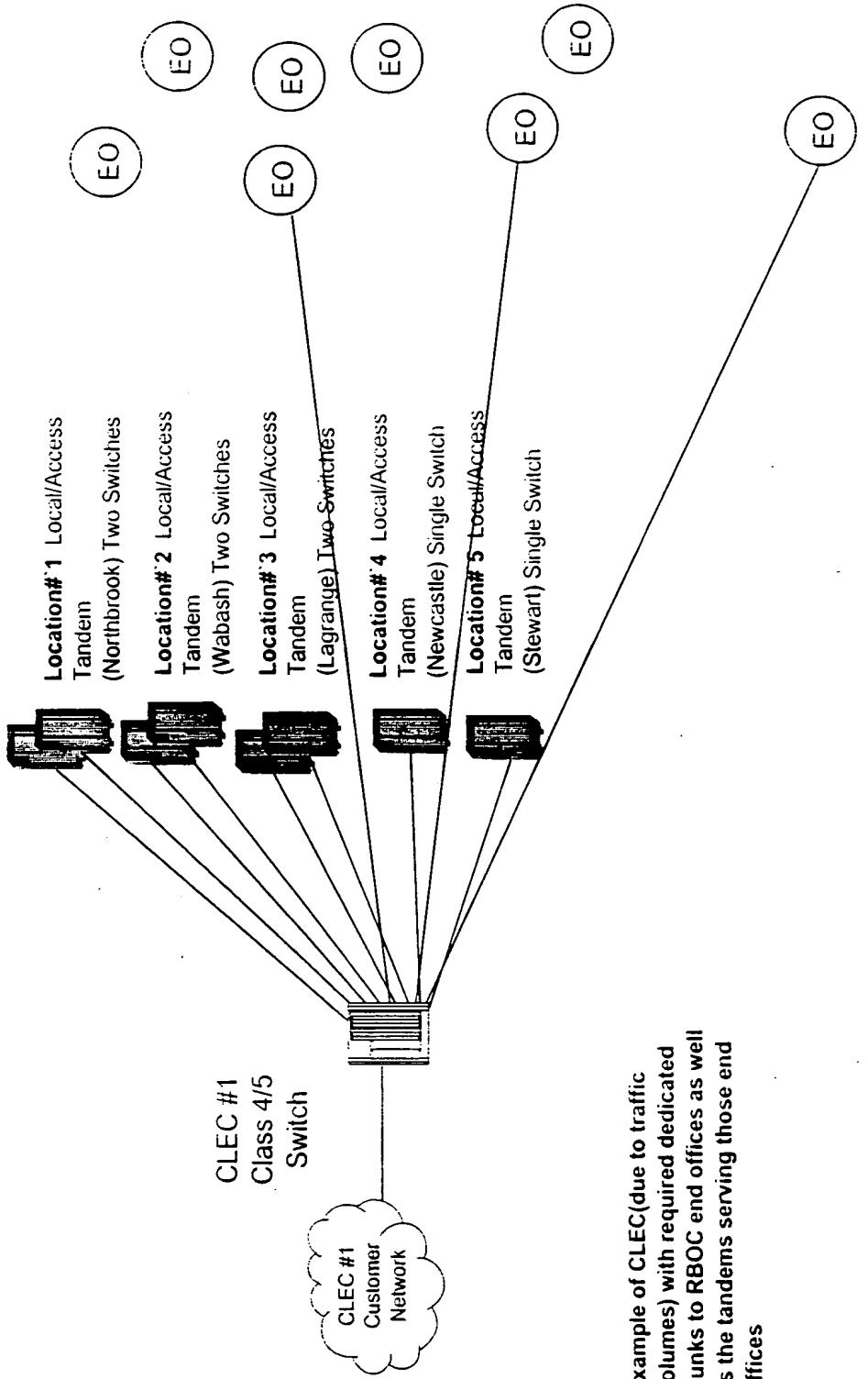


FIGURE 2

Prior Art

AMERICAN INVESTMENT BANK

Ameritech LATA 357 Tandem Trunk Group 1 Requirements

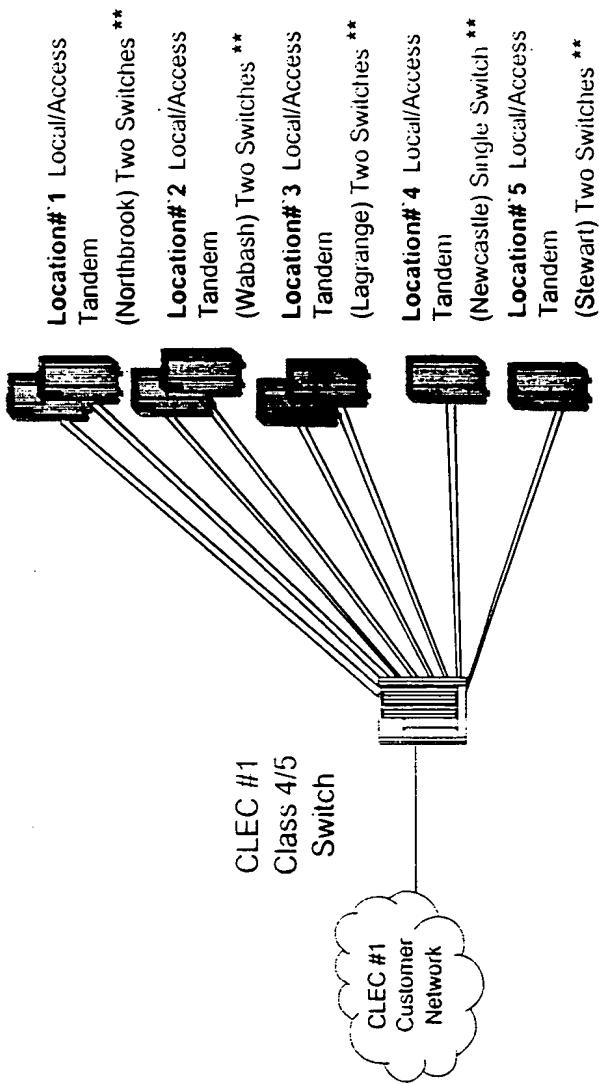


Example of CLEC (due to traffic volumes) with required dedicated trunks to RBOC end offices as well as the tandems serving those end offices

FIGURE 3

Prior Art

Ameritech LATA 357 Tandem Trunk Group 2 Requirements

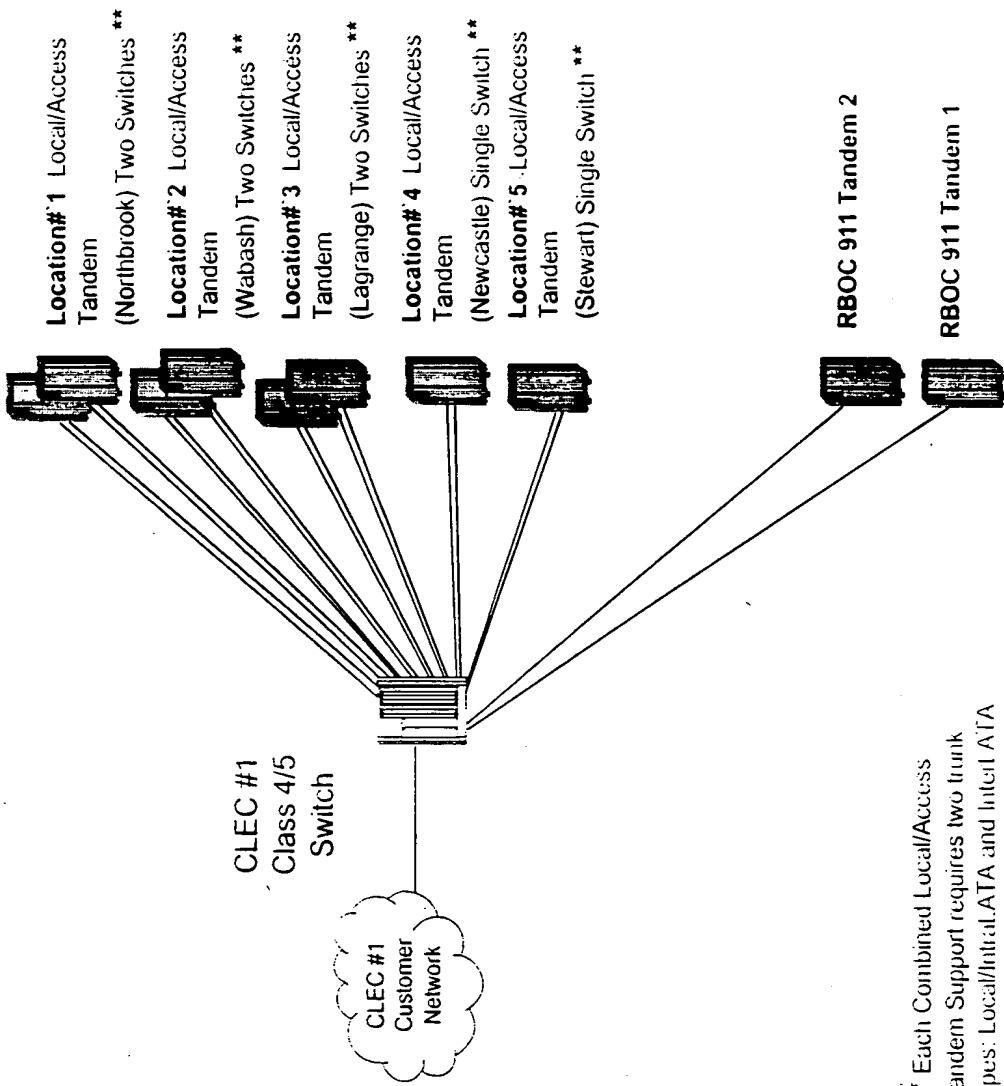


** Each Combined Local/Access
Tandem requires two trunk types:
Local/IntraLATA and InterLATA

FIGURE 4

Prior Art

Ameritech LATA 357 Tandem Trunk Group 3 Requirements



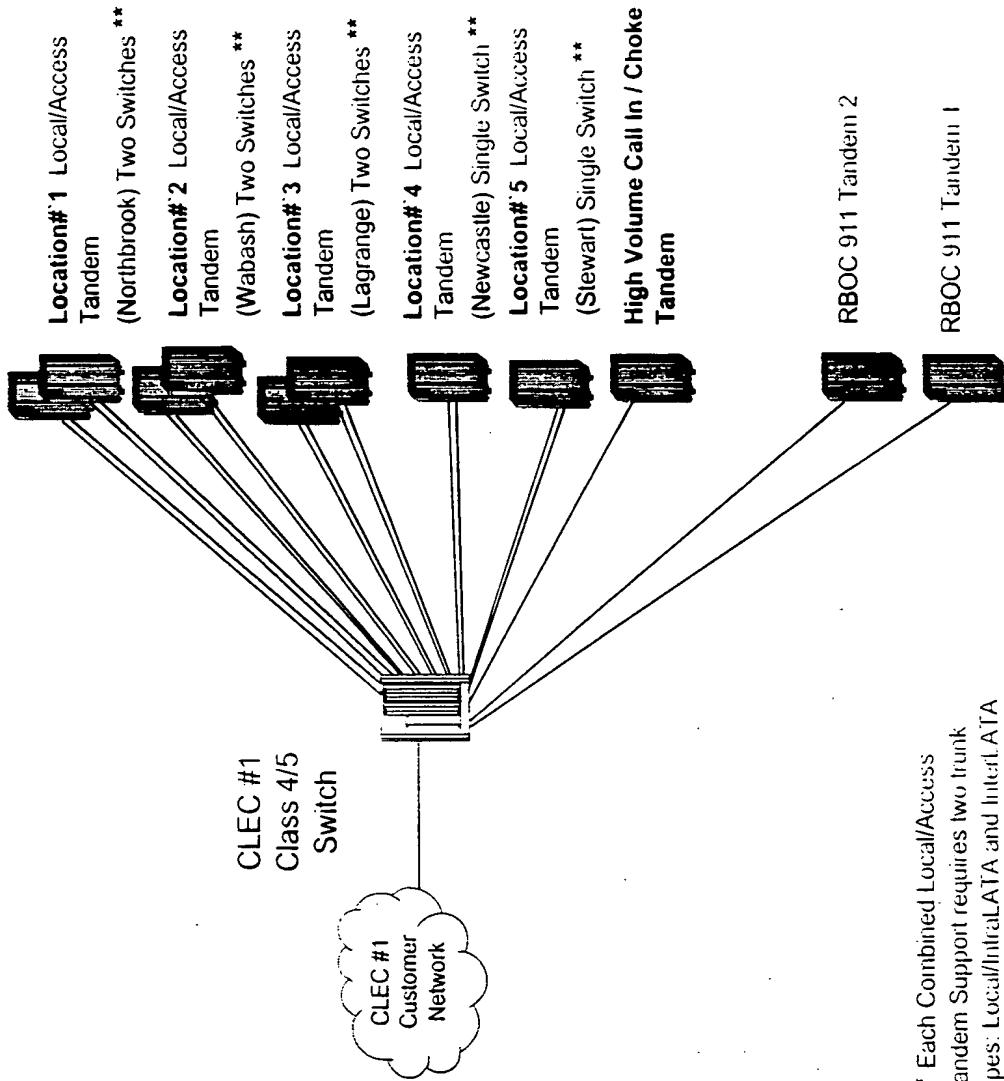
** Each Combined Local/Access
Tandem Support requires two trunk
types: Local/Initial ATA and Int'l ATA

FIGURE 5

Prior Art

AMERITECH LATA 357 TANDEM TRUNK GROUP 4 REQUIREMENTS

Ameritech LATA 357 Tandem Trunk Group 4 Requirements

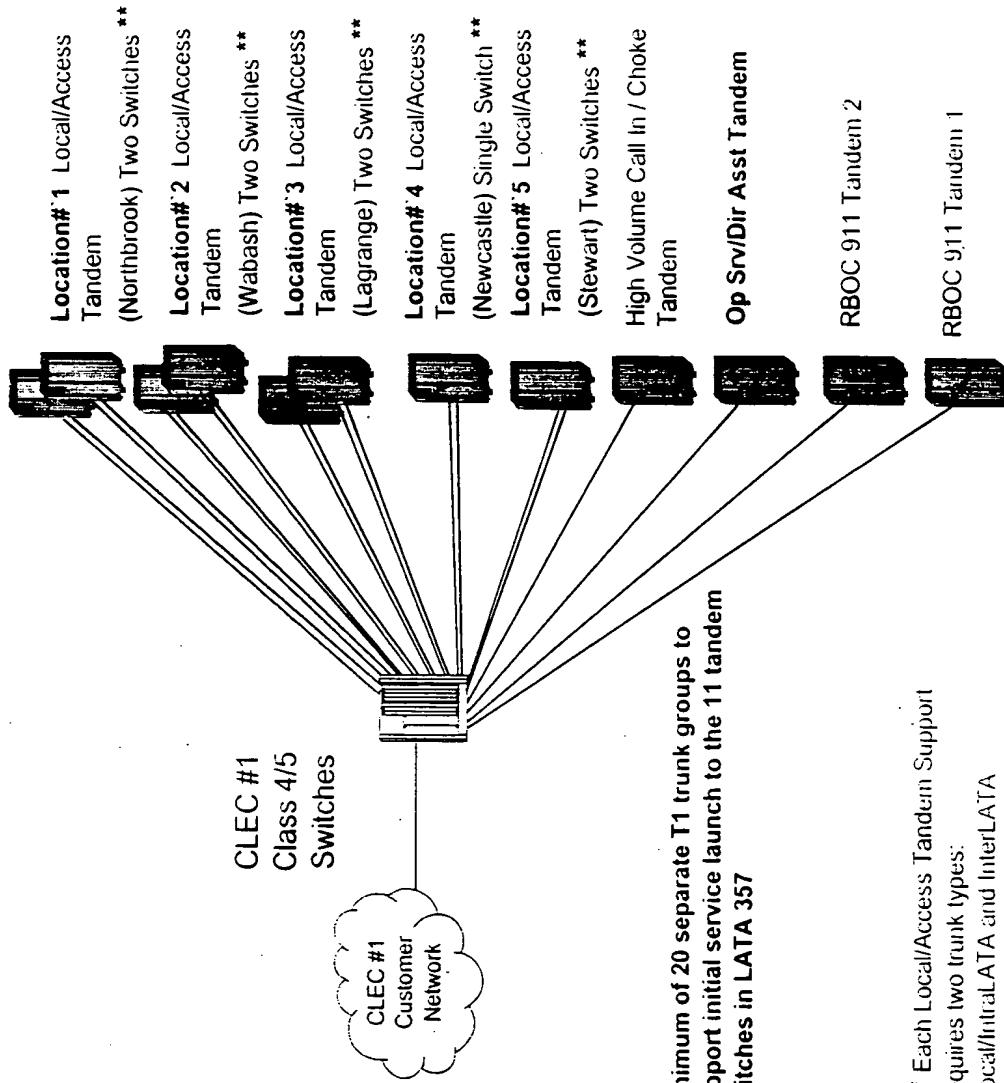


** Each Combined Local/Access
Tandem Support requires two trunk
types: Local/Initial LATA and InterLATA

FIGURE 6

Prior Art

Ameritech LATA 357 Tandem Trunk Group 5 Requirements



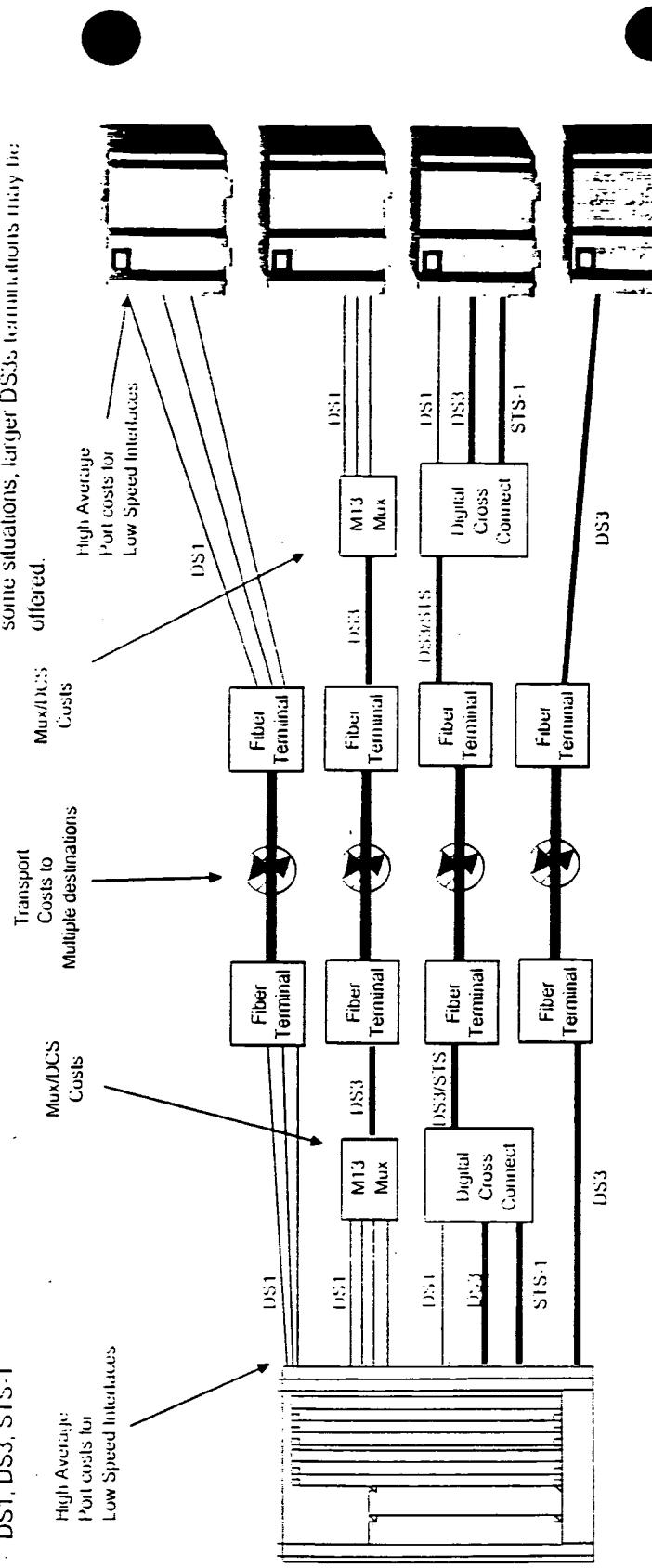
** Each Local/Access Tandem Support requires two trunk types:
Local/IntraLATA and InterLATA

Figure 7

Print Art

Port Costs: Transporting to various Landem Switches requires Trunk groups to be managed by Port Costs:
DS1, DS3, S[S-1]

KBOC tandem is circuit switched, which requires on most occasions, DS is for trunk termination - In some situations, larger DS3s terminations may be offered.



Cost Elements

- Port Costs. DSIs are used for both the Carrier and the RBOC Tandem when call volume to the Tandem does not justify a DS3, and will not grow past a couple of T1s (e.g. E911, OP/DAs, Choke)
 - DS3s are the primary interface used for the Carrier when high volume Tandem traffic (Local, IntercityATA, IntertelATA) is planned. However, M1.3 muxes or DCS systems are necessary at the RBOC Tandem CO to allow for managed growth of the tandem switch ports to reduce the DS3s to 14:3
 - Trunk groups are transported via owned, RBOC leased or third party leased fiber facilities
 - Complexity of Planning requires additional [e.g. cross-connects, low fill rate of transport, multiple transport elements, network monitoring], [provisional]

Figure 8

PICK ART

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Ameritech LATA 357 Tandem Trunking Requirements

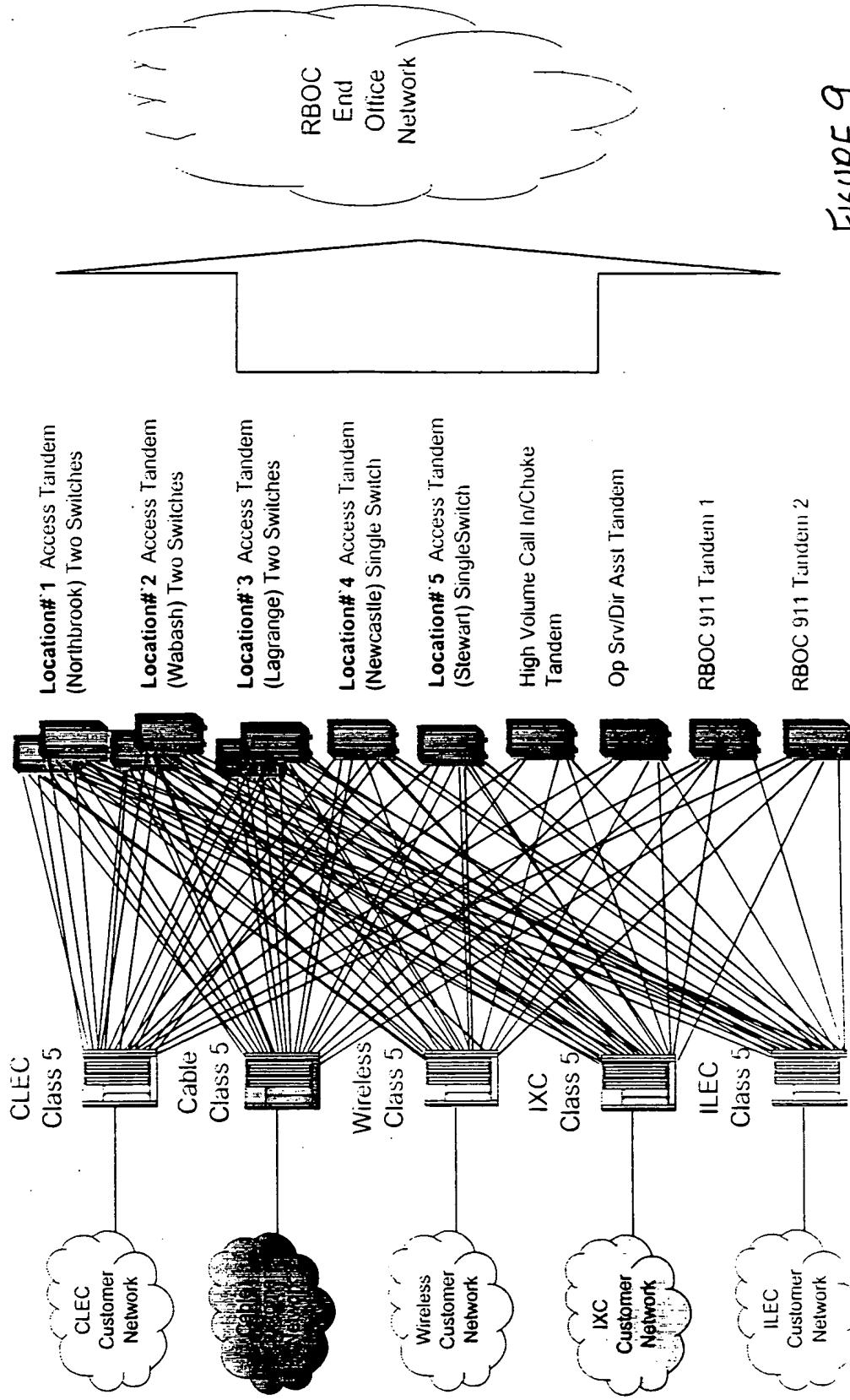


FIGURE 9

Prior Art

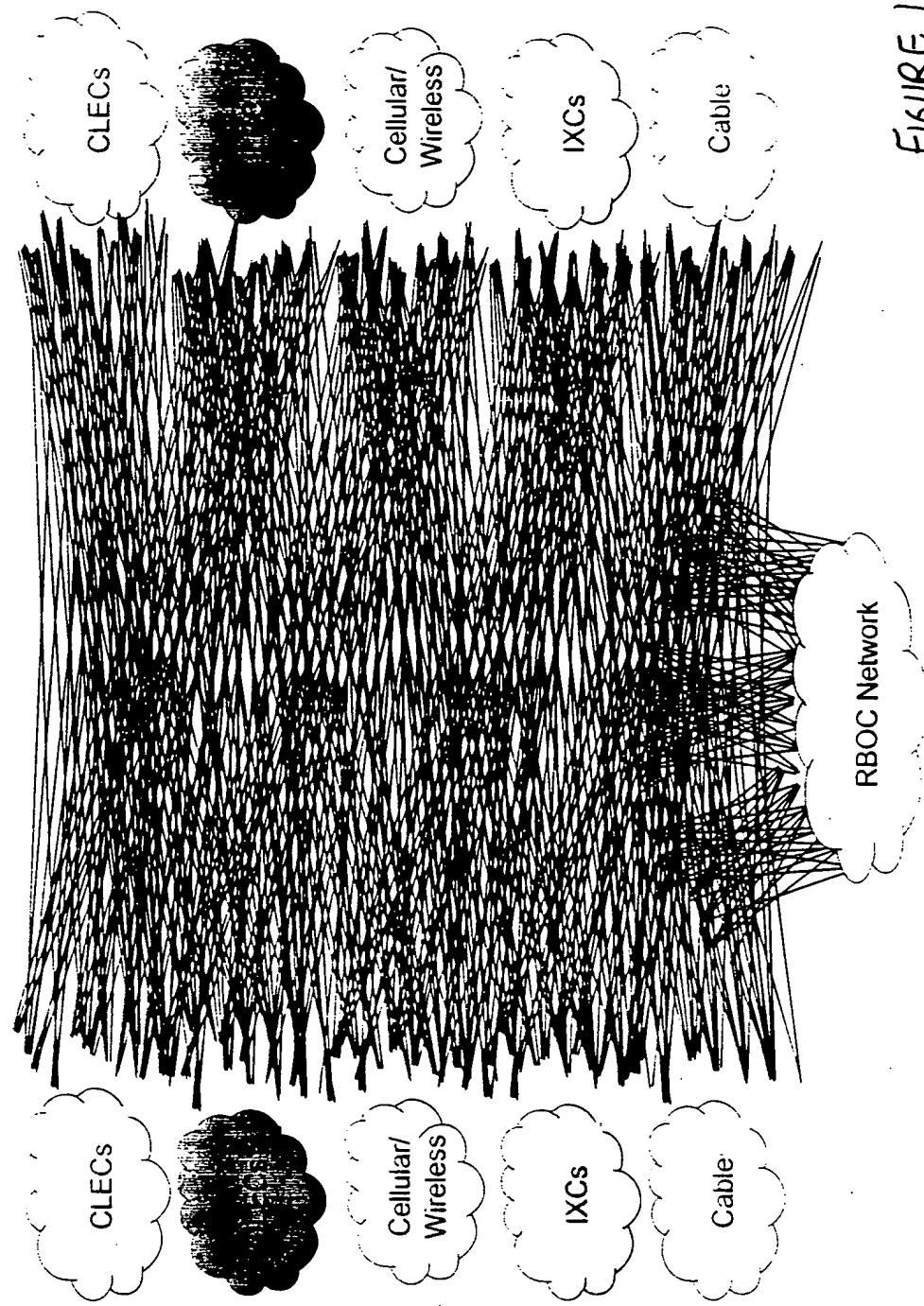


FIGURE 10

Prior Art

Ameritech LATA 357 Tandem Trunking Requirements

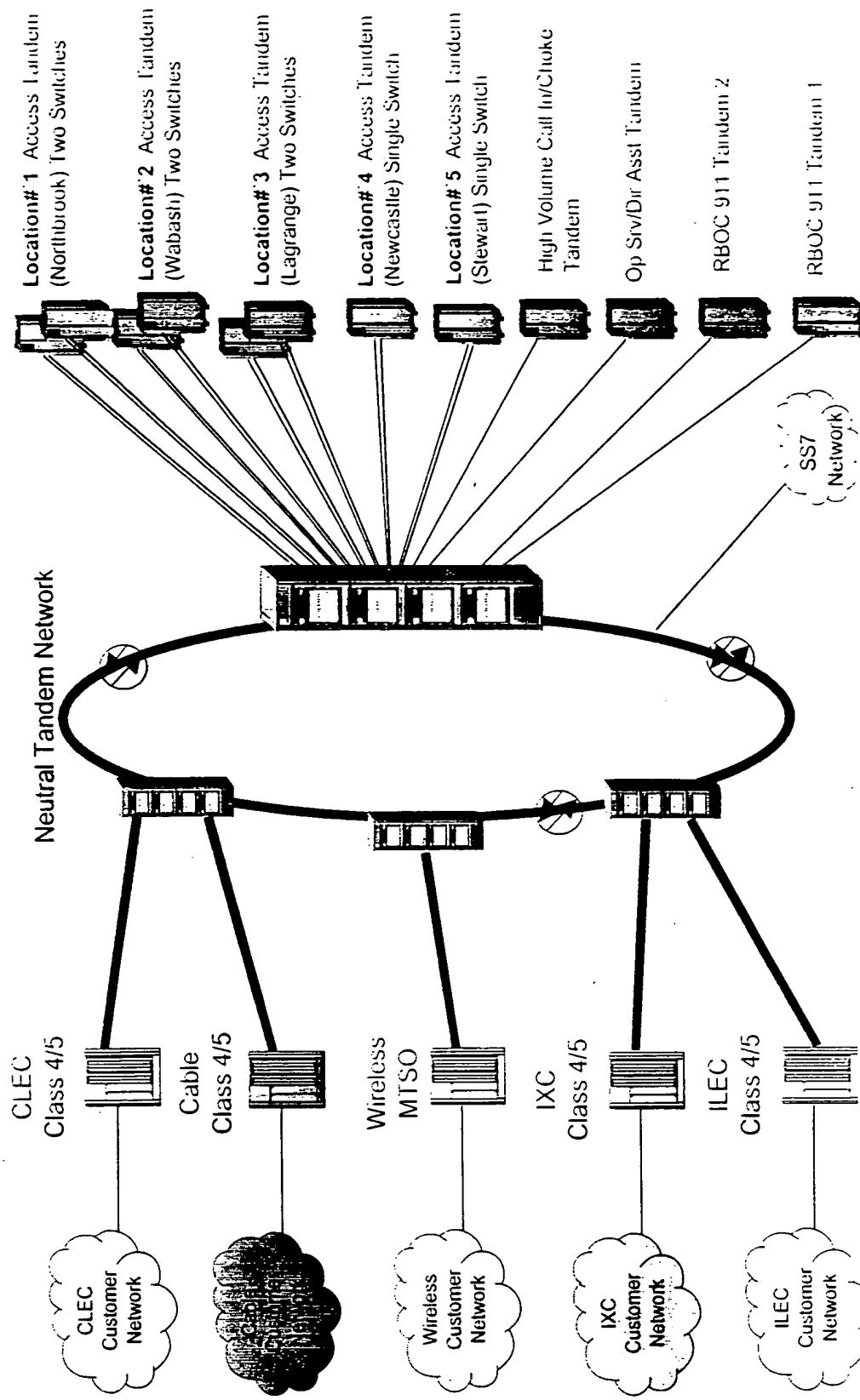


Figure 11

Neutral Tandem Network

Simplify connecting carriers' Planning and Maximize efficiency by allowing largest Interfaces possible ("Fat Pipe") supporting multiple Protocols: IP, ATM, TDM, other

Transport Costs to

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100

2

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A black cross-shaped logo or seal, possibly a heraldic emblem, centered on the page.

10

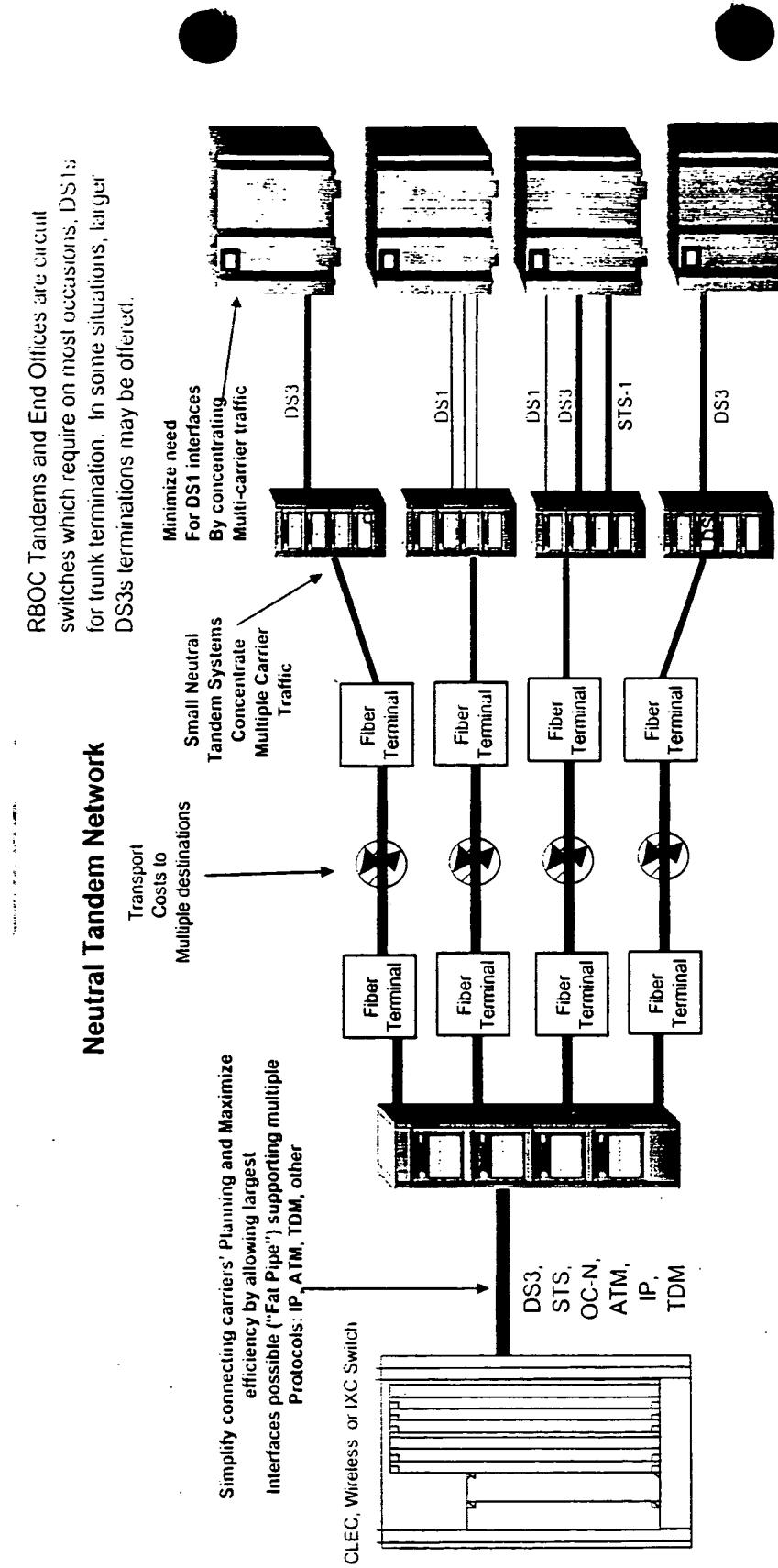
A small circular logo or seal is located in the top right corner of the page. It contains a stylized graphic element, possibly a bird or a similar symbol, enclosed within a circle.

single Fat Pipe to fit to minimize the net

ecture or the RBO

卷之三

RBOC Tandems and End Offices are circuit switches which require on most occasions, DS1s for trunk termination. In some situations, larger DS3s terminations may be offered.



Cost Elements:

- NTN reduces connecting carriers' tandem transport to a single "Fat Pipe" to the Neutral Tandem Network. Neutral tandem will be located in convenient Carrier Hotels, Data Centers and Central Offices to minimize the need for Carriers to be burdened by high transport costs. Protocols allow for the evolution of the Class 5 switch to the softswitch architecture of the future without the need to incorporate high cost TDM interfaces. NTN interroutes and terminates traffic at either the serving RBOC tandem or at the RBOC end offices depending on traffic type and efficiency

FIGURE 12

Ameritech LATA 357 Tandem Trunking Requirements

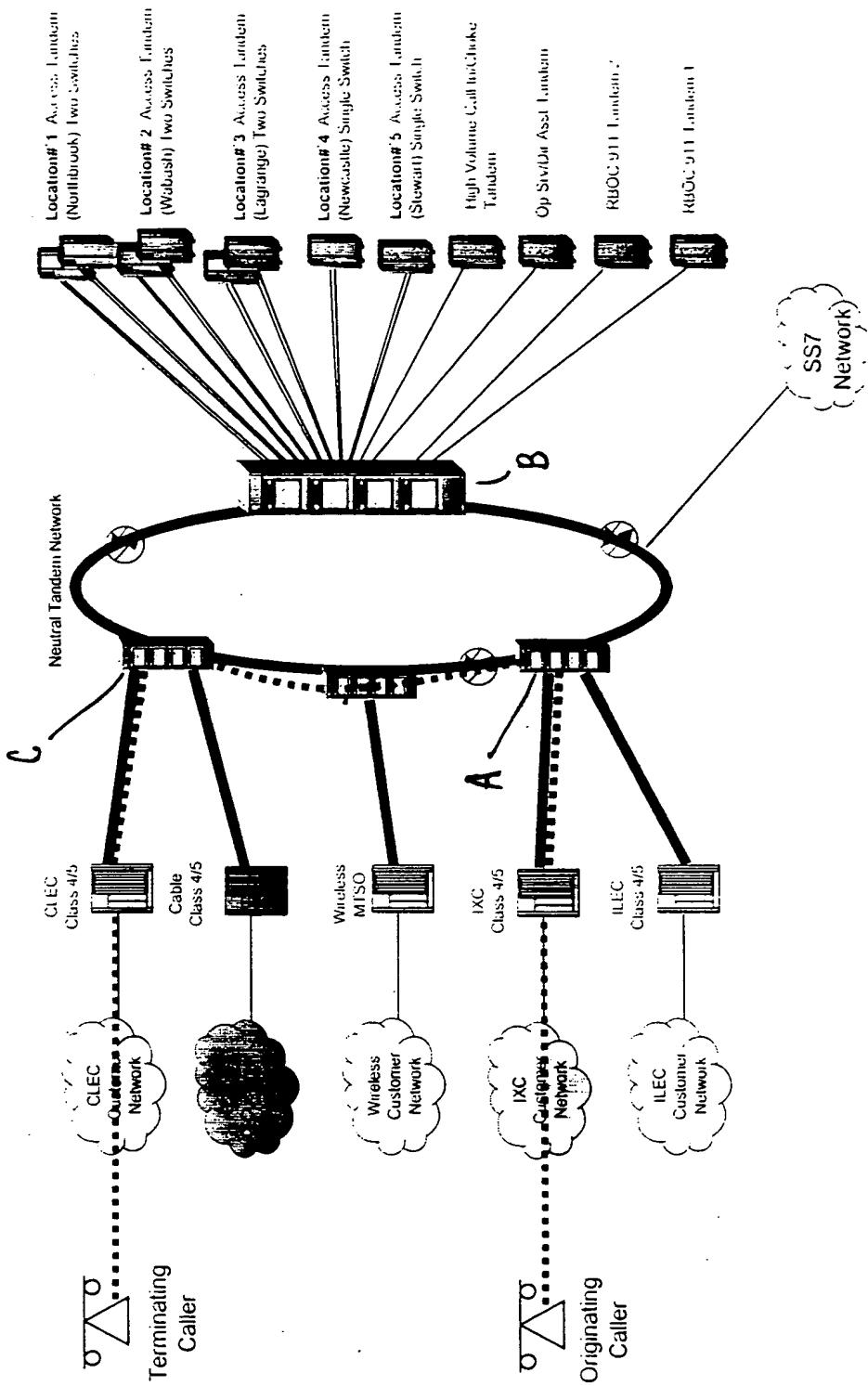


FIGURE 13

Ameritech LATA 357 Tandem Trunking Requirements

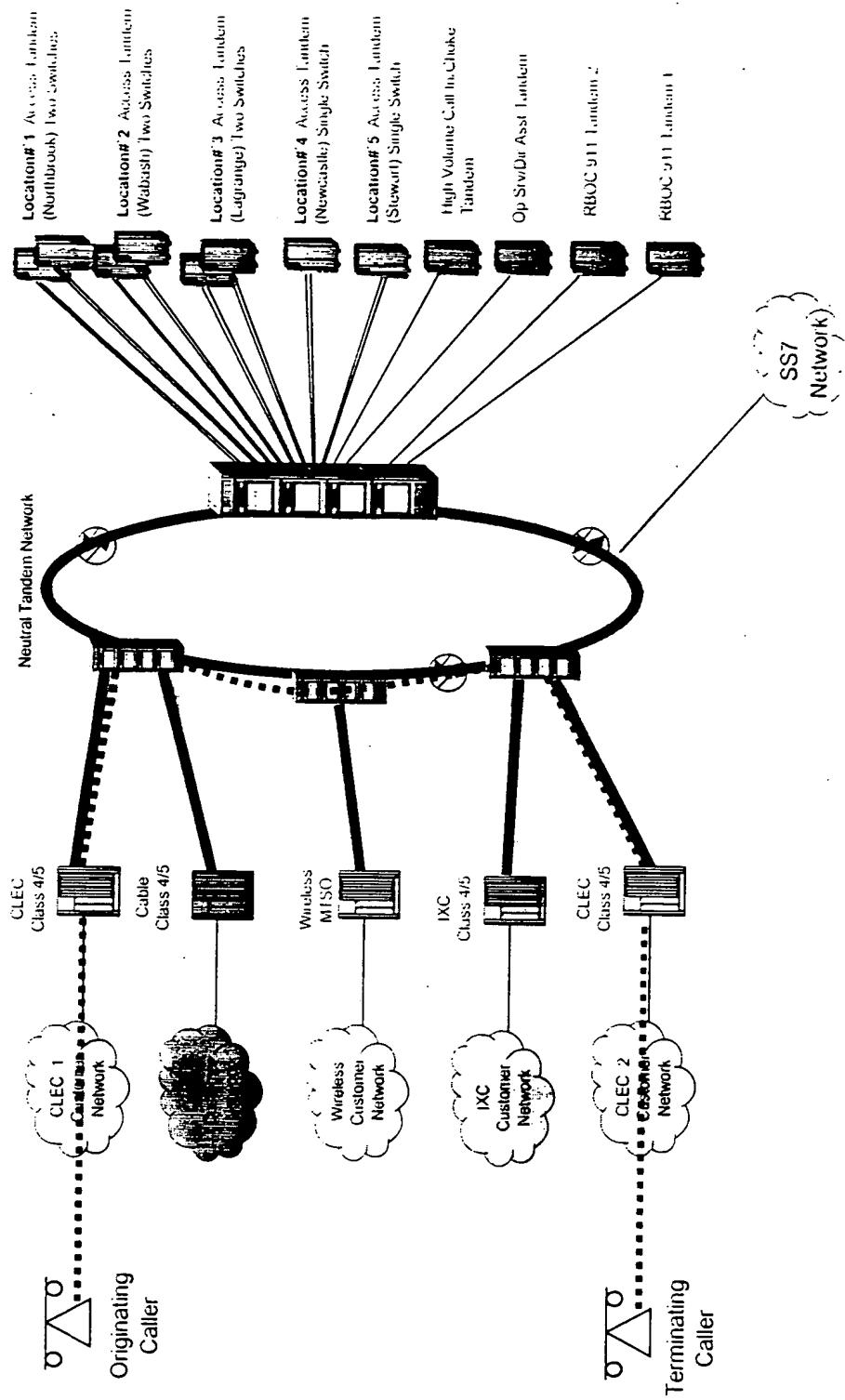


FIGURE 14

Ameritech LATA 357 Tandem Trunking Requirements

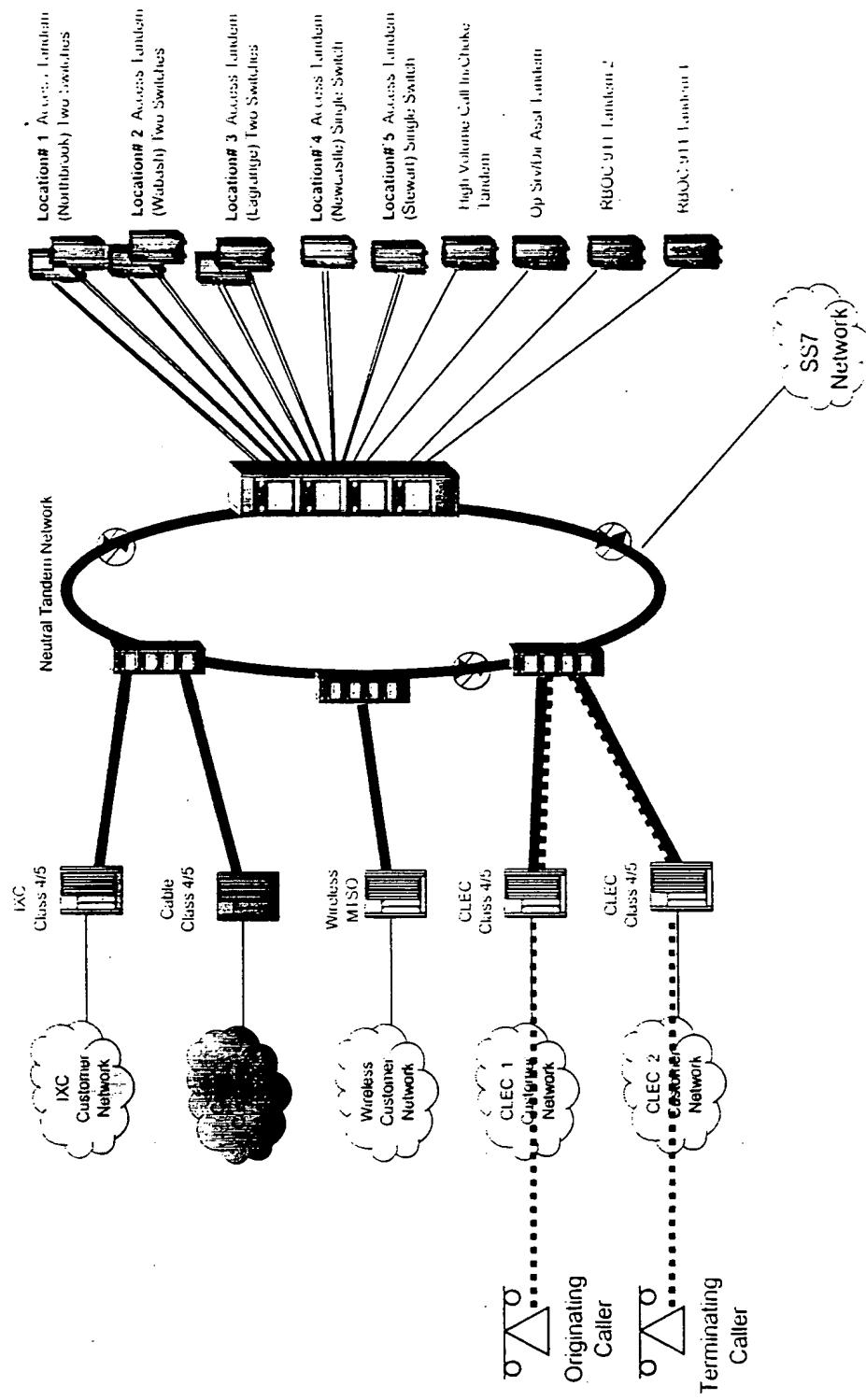


FIGURE 15

Ameritech LATA 357 Tandem Trunking Requirements

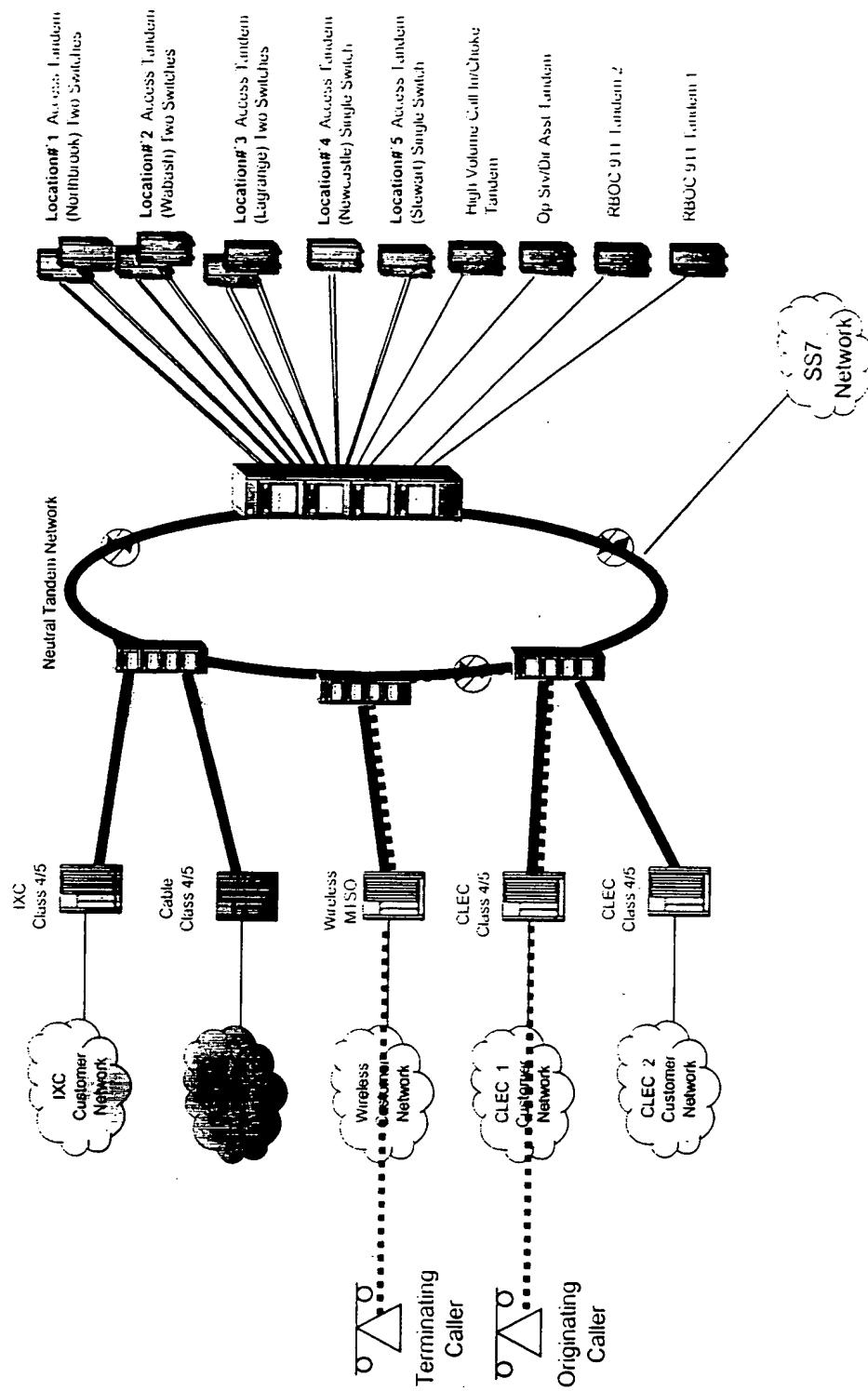


FIGURE 16

Ameritech LATA 357 Tandem Trunking Requirements

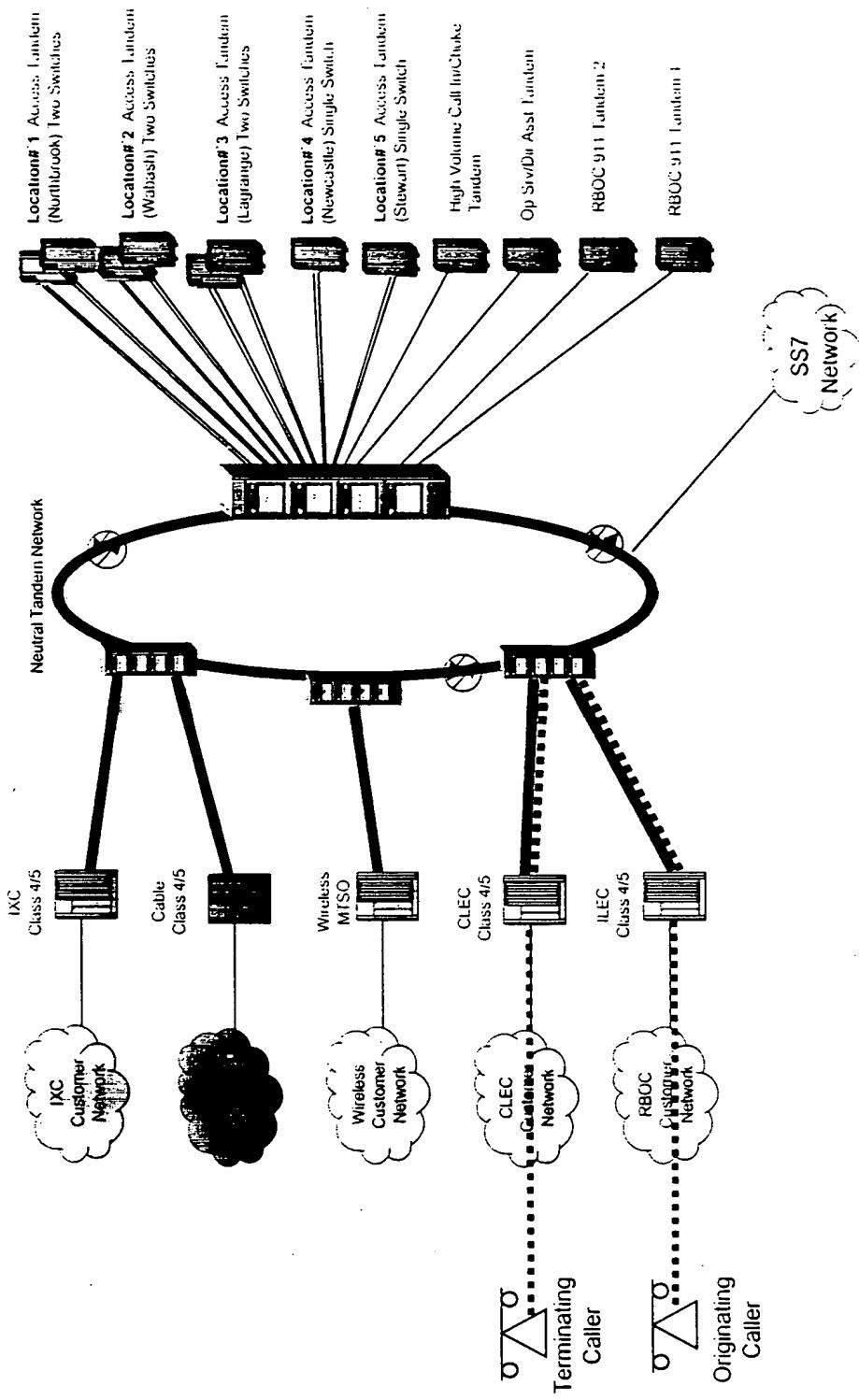
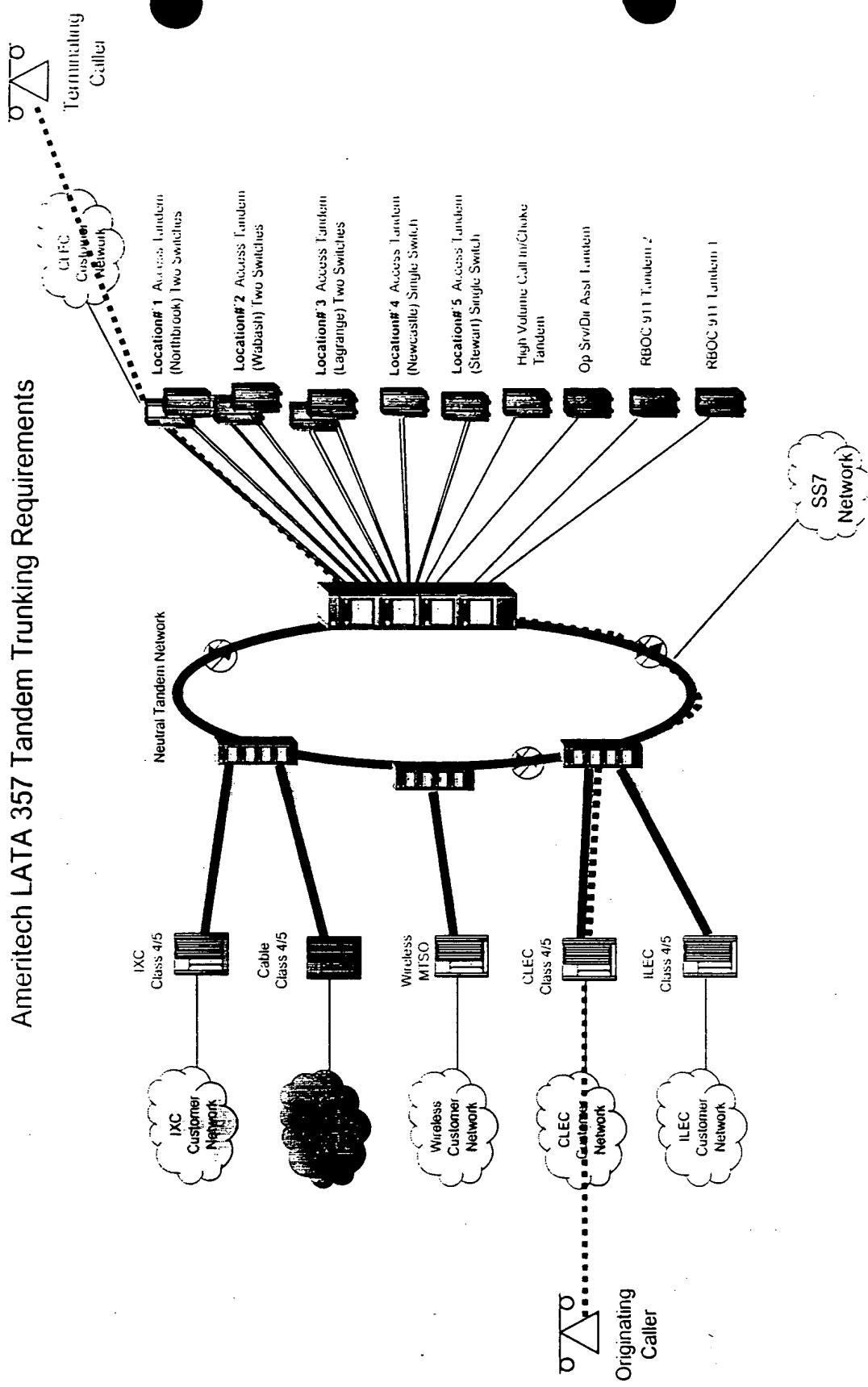


FIGURE 17

FIGURE 18



Ameritech LATA 357 Tandem Trunking Requirements

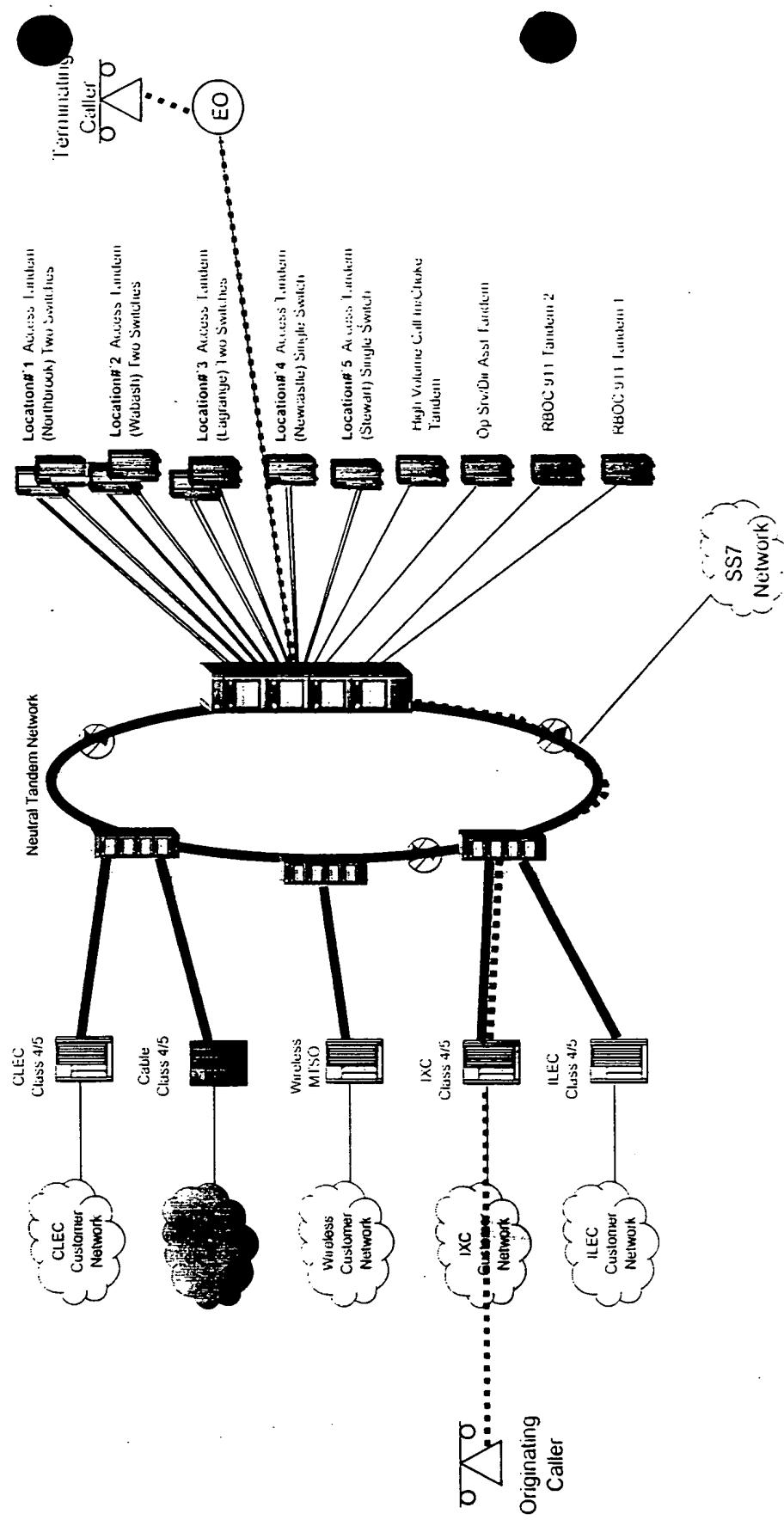


FIGURE 19

Ameritech LATA 357 Tandem Trunking Requirements

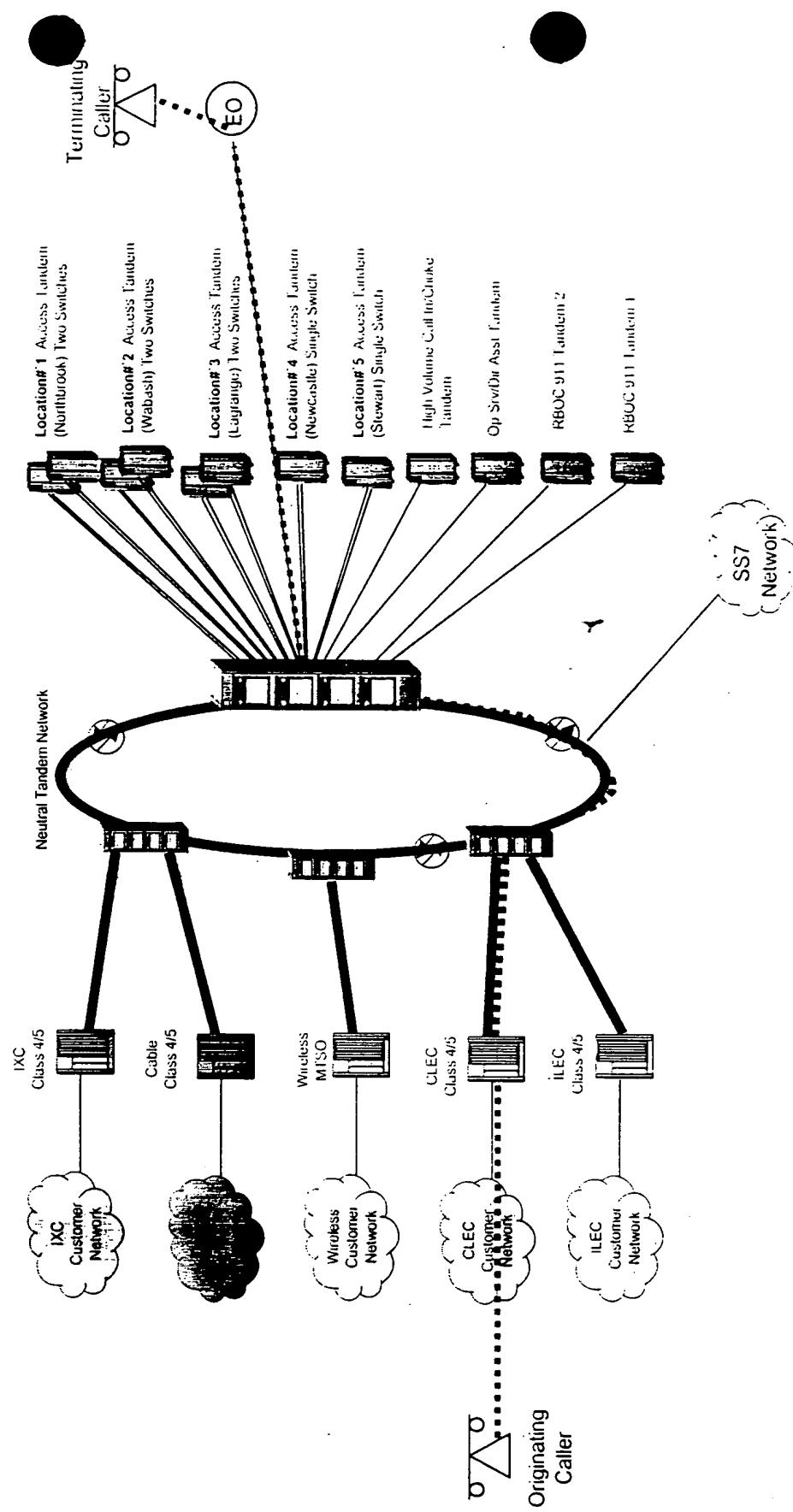


FIGURE 20

Ameritech LATA 357 Tandem Trunking Requirements

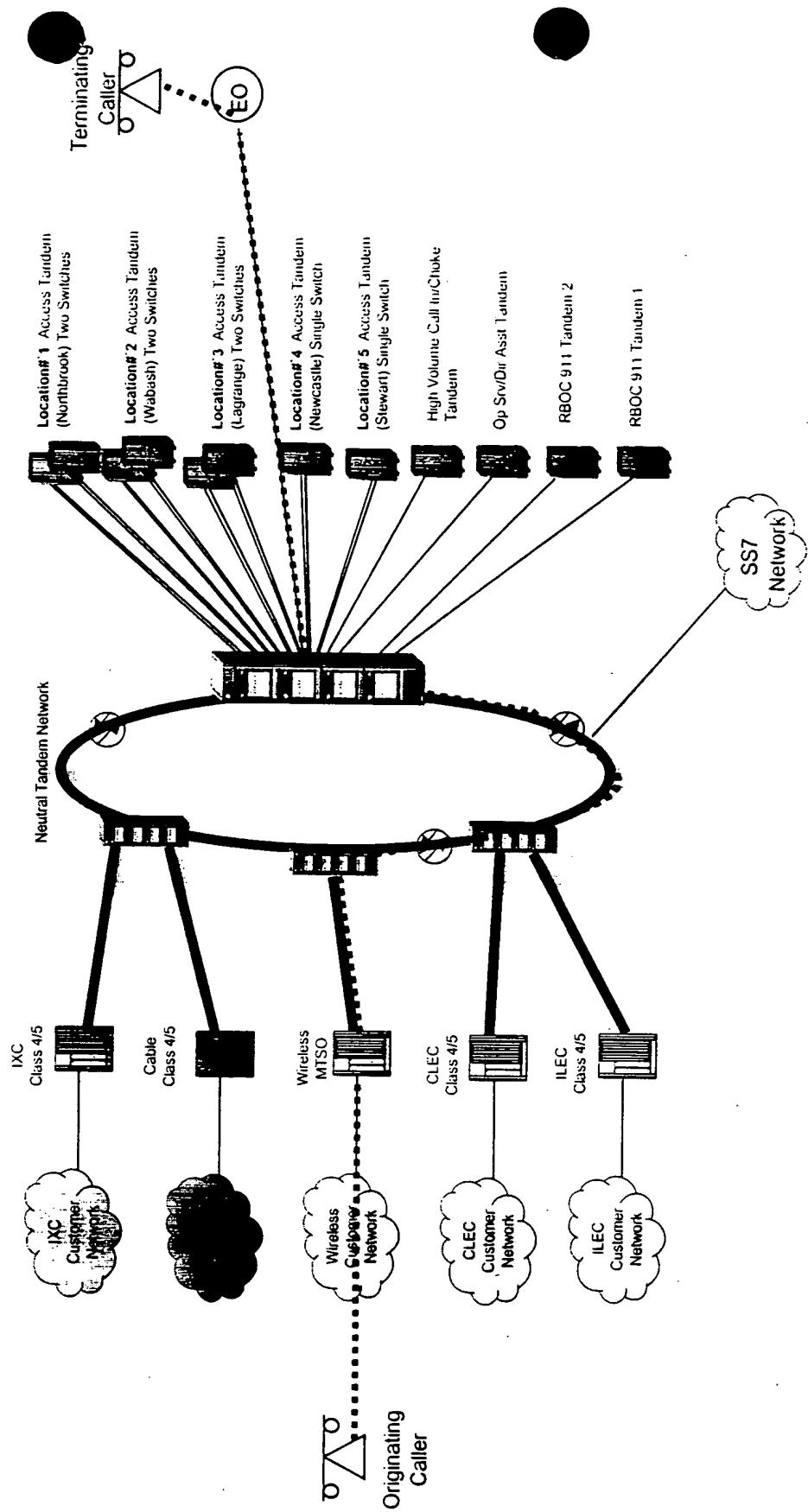


FIGURE 24

Ameritech LATA 357 Tandem Trunking Requirements

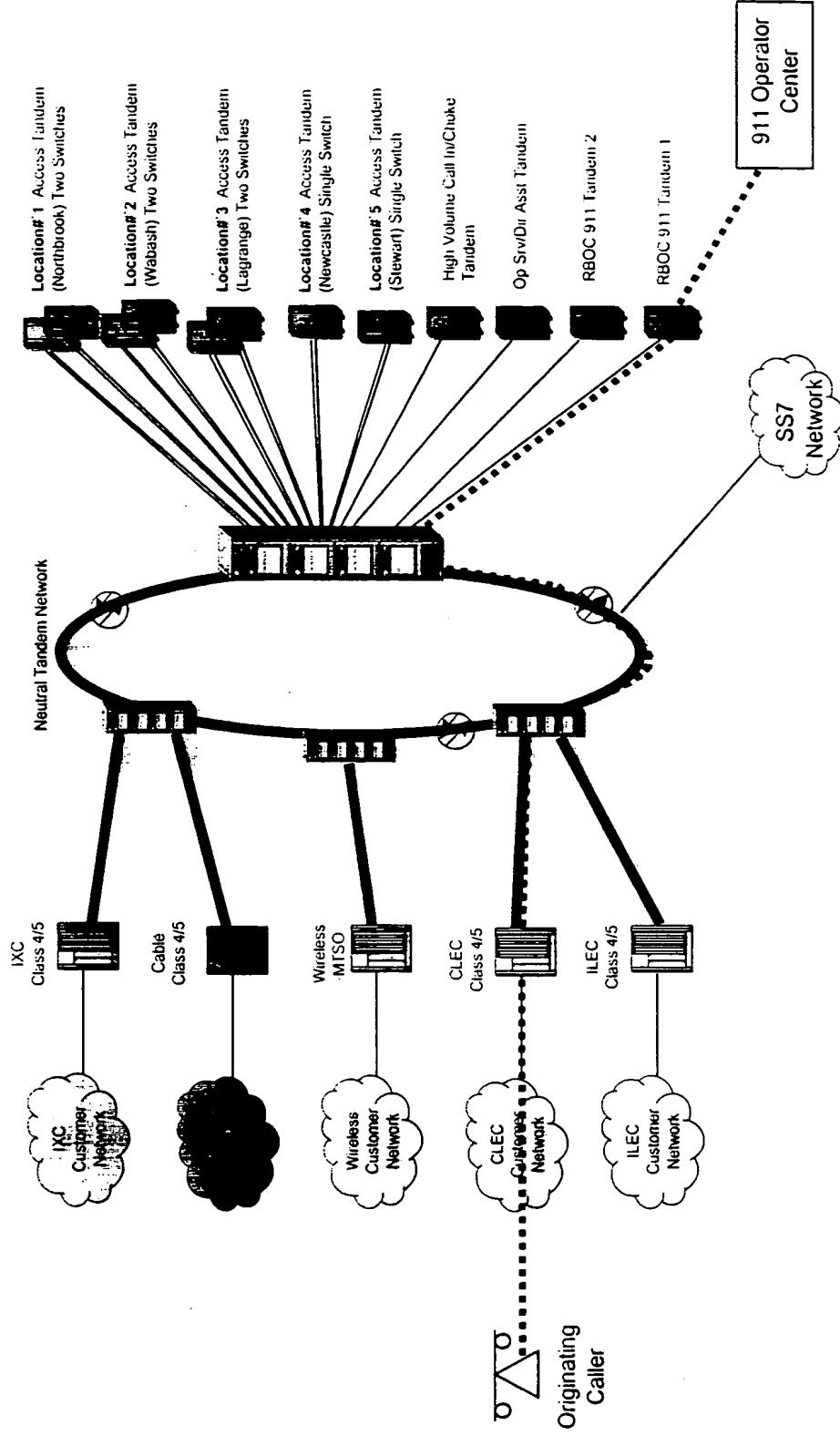


Figure 22

Ameritech LATA 357 Tandem Trunking Requirements

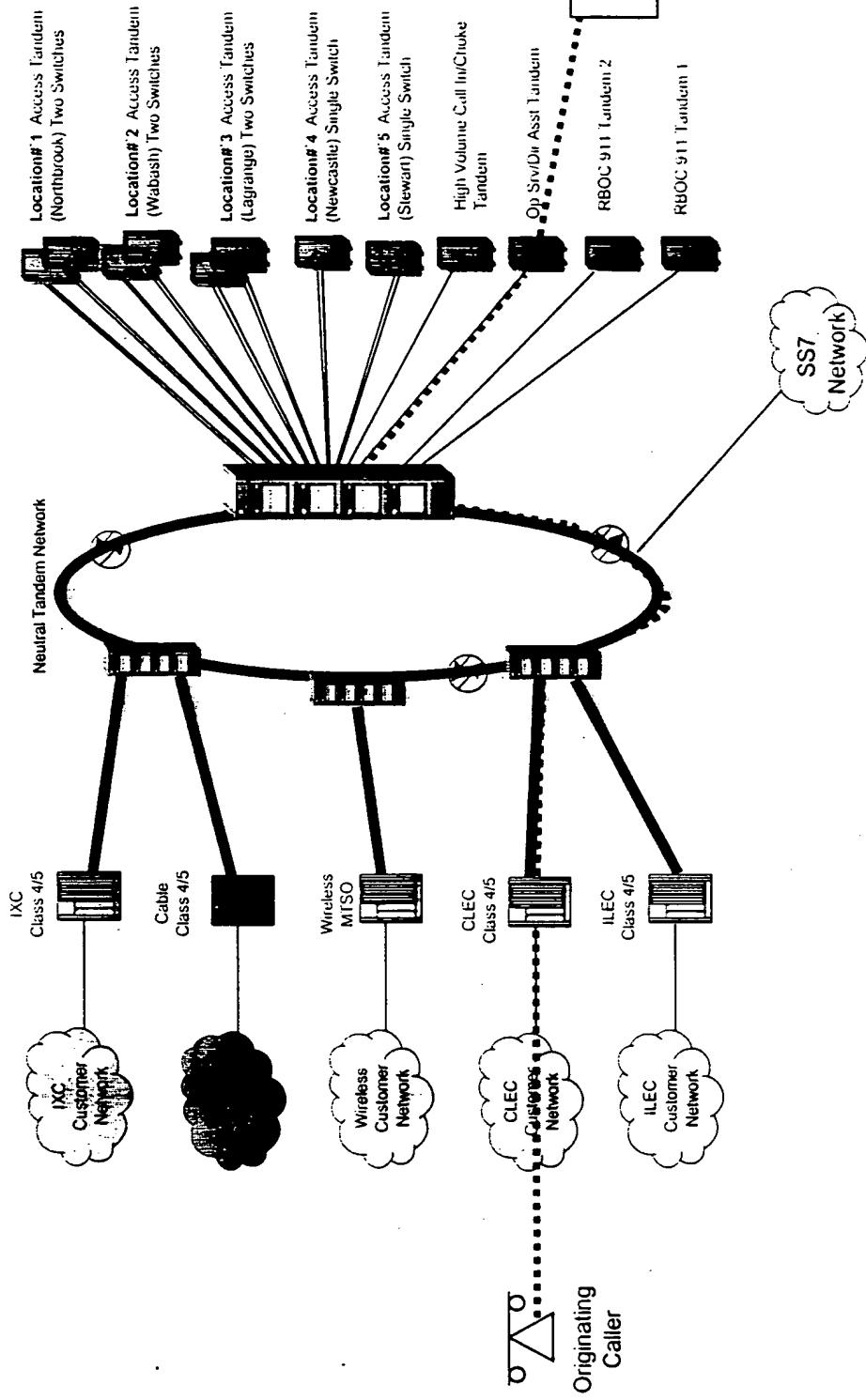


FIGURE 23